

Address Hydrology



Soils are poor and difficult to build in.



Drainage is limited and some areas easily flood.

How are wetland issues being addressed in the planning phase?
SR 167 is surrounded by wetlands that flood easily. WSDOT is using a new tool called Watershed Characterization to identify sites where we can improve and/or create wetlands to hold and naturally filter the water. Project engineers can get a better understanding of project effects, and will have better information to assess the condition of surrounding natural resources. This approach has been used for the I-405 and SR 520 projects.

Enhancing and restoring low-quality wetlands to deal with additional stormwater runoff from new lanes will improve water quality in the corridor watershed.

Plan for the Growing Population



The corridor plan will help keep the area livable for a growing population.
Average housing costs in cities along the SR 167 corridor range from \$136,000 to \$188,700, while the median home value in King County is \$236,000 and \$149,600 in Pierce County. WSDOT understands that there is increasing growth in the area due to the availability of affordable housing. The SR 167 Corridor Plan looks forward 25 years to include projects that will help keep the region livable for both current and future residents. The projects aim to move more people through the corridor, maintain the economic viability of the region, and relieve congestion.

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Expanding SR 167 has challenges that will require innovative solutions.

SR 167 Corridor Plan and Environmental Analysis

SR 167 is the primary freeway connecting the Green River Valley to the Seattle/Tacoma/Bellevue metropolitan area. It is often congested up to six hours a day. Traffic congestion on SR 167 is highly directional — stop-and-go traffic is common for users traveling north in the morning and south in the evening.

SR 167 improvements will provide more capacity and less congestion, improved safety at choke points and more reliable travel times.



Did you know...?

- Population growth of the SR 167 corridor cities grew from approximately 115,000 in 1970 to 225,000 in 2005
- An additional 100,000 people will be living along the corridor by 2030
- Traffic has increased from less than 15,000 vehicles per day in 1970 to 125,000 vehicles per day in 2005
- More than 12,000 trucks use SR 167 every weekday, and this number is growing
- SR 167 has six hours of delay each weekday
- The largest freight distribution center in the region is located along SR 167

Relieve Congestion

What's the problem?

Travel demand overwhelms SR 167. Increasing levels of congestion are negatively affecting our economy and quality of life.

What are we doing?

The corridor plan is underway and we are beginning the environmental analysis of high-priority projects.

This work will:

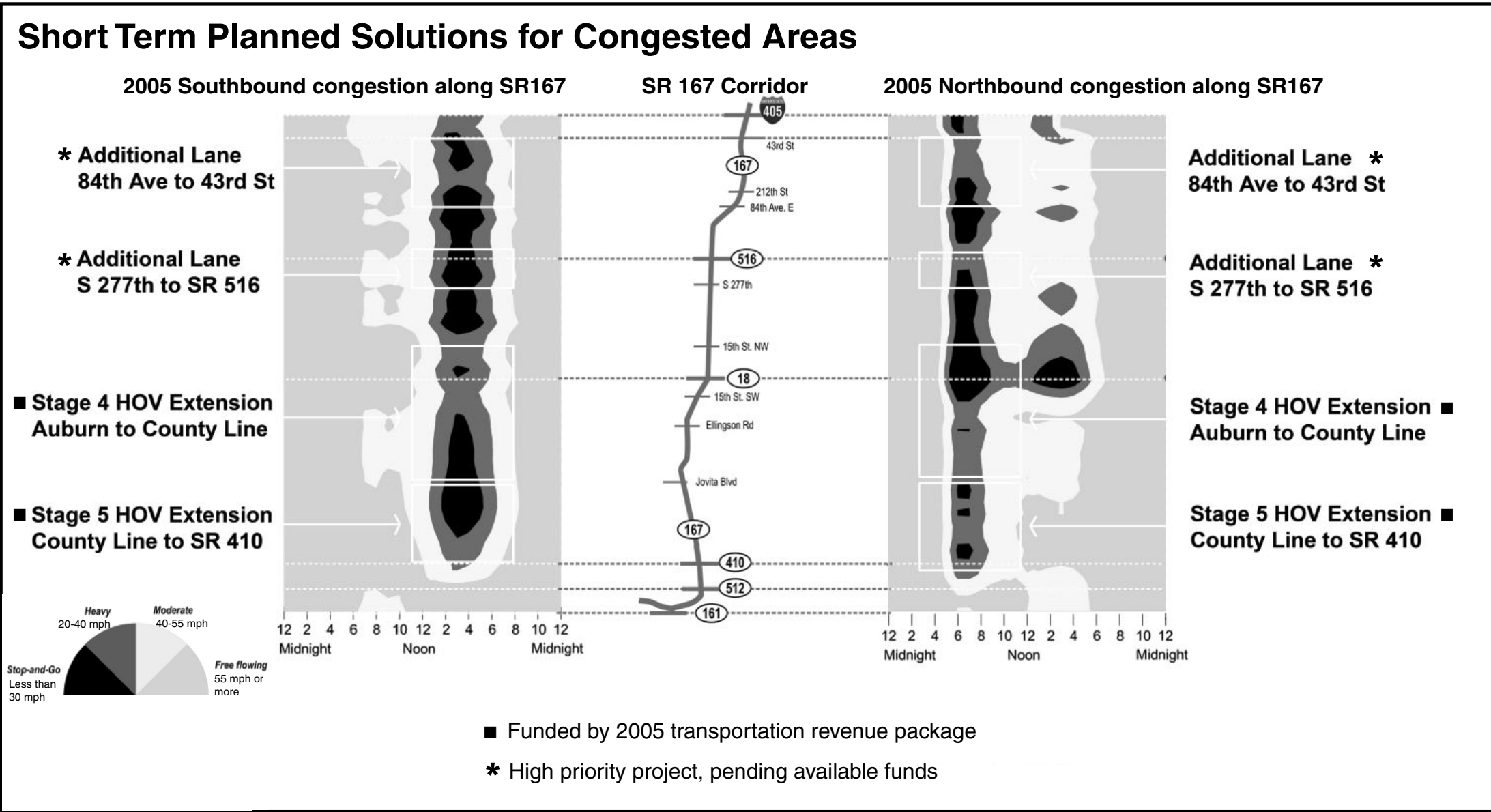
- Determine roadway improvements to address traffic congestion and safety concerns
- Understand current demand, anticipated growth, and economic (including freight services) development in the corridor
- Recommend options for corridor improvement projects and include a public involvement process

The corridor plan will be completed by Fall 2006 and will include public outreach. The environmental analysis for the bottleneck improvement projects will be completed in 2007.

Move Freight

Congestion relief projects will help move freight through the corridor.

One-third of the region's trucking and storage facilities are located in the corridor. Approximately 92% of manufacturers and 62% of other industries located in the Kent Valley use the SR 167 highway to move their goods and commodities. The SR 167 corridor carries between 90,000 and 125,000 vehicles per day, resulting in congestion that makes freight deliveries and services unpredictable. Freight slowed down by congestion adds costs, risking the region's position in global and national markets. The SR 167 Corridor Plan aims to reduce congestion and improve the movement of people and freight.



The Green River Valley is home to the region's largest freight distribution system. The corridor has an important role in our economic development, quality of life and how we meet our daily needs.

Most of our food, groceries, clothes and medical supplies are delivered to warehouses in the Green River Valley where they are sorted and then delivered throughout the region to local grocery stores, shopping malls and medical facilities.